

Shipping

BORN ON THE HIGH SEAS, MAID WILL BEAR NAME OF "KINAU"

Ushered into the world on the tempestuous bosom of Kauai channel, a little daughter to Mr. and Mrs. J. M. Hipsa will henceforth bear the name of "Kinau."

It was near the hour of midnight of Tuesday, August 27th that a lumbering old stork winging his way across the wide stretches of the Pacific alighted on the deck of the Inter-Island steamer Kinau, then steaming from Honolulu to her regular ports of call on the Garden Isle, and then and there left the little maid in the care of Mr. and Mrs. Hipsa.

The advent of the little stranger on shipboard was an event which awakened much interest on the part of officers as well as passengers in the steamer.

"We will call her Kinau," was the comment coming from the happy father, as congratulations were heaped upon the parents by their traveling companions.

Mother and little daughter were doing fine when they left the steamer at the Garden Island.

Japanese Buying More Tonnage.

Japanese shipowners are in the market for all sorts of steam tonnage, according to the statements made by officers in the Pacific Mail liner Mongolia that passed through Honolulu on last Wednesday. In consequence, the N. Y. K., the O. S. K., and the Mitsui Bussan Kaisha, all Japanese companies, chartered a large number of vessels and, therefore, reduced considerably the number of vessels heretofore for hire. Lately the chartering charges in the Orient have advanced very considerably and the Oriental Marine Transportation Circle is suffering from a great difficulty in getting good boats on charter.

In order to relieve somewhat this shortage, the N. Y. K. and the O. S. K. have purchased two old British steamers apiece in England, which are now on their way to Japan. The boats that the N. Y. K. bought are comparatively new steamers, being the steamer Perle (8,000 tons) and the steamer Bannockburn (5,000 tons). The other two vessels, the British Monarch (7,000 tons) and the Erney (4,000 tons) were purchased by the O. S. K.

The Danish steamer, Stam, which has recently been purchased by the Kishimoto Steamship Company at a cost of \$250,000, was arrived at Yokohama recently. She is a vessel of 6,200 tons, dead weight, and was launched in 1898. It is said that other local companies intend purchasing foreign steamers of a further tonnage of 70,000 and the program drawn up is expected to be carried out by October, this year.

Another Japanese concern, the Meiji Kaifu Kaisha has also purchased a 7,000-ton boat in England, but so far has refused to make the name public for business reasons. As the marine transport circle in Europe is much more brisk than the Oriental, the price and chartering value of these vessels has risen considerably and by the time a vessel of about 4,000 tons capacity arrives in Japan, taking the import duty, she is worth about \$300,000.

Windjammers Make Hilo.

The schooner A. F. Coates, after a stormy passage of twenty-four days, reached Hilo last Tuesday with 750,000 feet of lumber, according to a report brought to Honolulu this morning with the arrival of the Inter-Island steamer Mauna Kea. The schooner Woods was also sighted lying off Hilo harbor, at the time the Mauna Kea prepared to steam for Honolulu. The Woods is bringing material for the new breakwater company in the construction work in that harbor. The Mauna Kea returned from her regular trip with a fair-sized cargo, including a number of new oil wood chairs, 22 empty drums, 70 pineapple plants, 10 sacks saw, 80 sacks corn, 15 bales hides, 10 cords wood, one auto, and 205 packages sundries. The steamer Kauai was passed at Laupahoehoe, the Kauai was taking on sugar at Hakalau, while the Helene was passed off Kaula. The Mauna Kea met with strong trades and heavy seas on the homeward voyage.

Hilo Shipping.
Purser Phillips reports shipping at Hilo to include the schooner A. F. Coates, Captain Morris, which arrived in port Tuesday after a hard passage from the Coast, which was, however, accomplished in 24 days from Eureka. She met with rough weather most of the way. The cargo of the Coates consists of 750,000 feet of redwood lumber which is consigned to the Hilo Railroad Company.

The Matson steamer Enterprise, Captain Youngren, is expected there on Sunday afternoon, bringing her usual cargo of freight for this port and coming direct from San Francisco.

The Wilhelmina is expected there on Thursday next from San Francisco via Honolulu.

The schooner E. K. Ward, from Port

land, brings a large shipment of lumber and other material for use by the Breakwater Company in its contract in the local harbor, was sighted outside Thursday morning.

Gasoline Engines for Cummins.

Supervisor Low, who has come into the possession of the little coasting steamer J. A. Cummins contemplates refitting the vessel to the extent that he will substitute gasoline for steam engines in furnishing the power to propel the vessel.

The Cummins is to be operated on the regular schedule to Waimanalo and all Koolau ports. "Captain" Low is of the opinion, however, that with the removal of the boilers and engines now installed in the steamer, and replacing this machinery with an equally powerful yet far more compact gasoline engine the vessel will be able to carry much more cargo, and therefore operate on a far more economical basis.

If the change in the plant is made it will not be done until the busy season in the transshipment of pineapples is over.

Panama Canal May Be Too Small.

An interesting discussion recently took place before the International Congress of Navigation at Philadelphia as to the advisability of recording a resolution in favor of fixing a limit to the size of ocean liners. During the debate it was declared that the Titanic disaster was not due to the size of the ship, but that, on the contrary, its immense proportions prevented it from sinking more quickly. A smaller ship under the same conditions, it was argued, would have sunk like a stone. It was further declared that the recent tragedy would have no appreciable effect in limiting the size of vessels, and the time was not far off when the Panama canal would be too small to permit of the safe passage of the great ships of the future.

Railway Material for Hilo.

Railway material for the Hilo railway has been discharged from the American-Hawaiian freighter Missouri, which sailed from the Hawaii Monarch for Salina Cruz last Thursday evening. The vessel brought a new locomotive and the remainder of the material needed for the Laupahoehoe bridge, which has been shipped in three installments. The shipment for the Breakwater Company consisted of a large amount of miscellaneous freight and included a 16-ton boiler and a stationary engine. The main shipment to Davies & Co. was the entire steel work and roofing for the new building which is to be erected by the Honolulu Iron Works in this city.

Sonoma in Wireless Touch.

The Oceanic liner Sonoma will be an early arrival at the port Monday morning according to the receipt of a wireless at the agency of C. Brewer & Company reading as follows:

O. S. S. Sonoma, en route from San Francisco to Sydney, via Honolulu August 30, 1912; sixty-five passengers, 275 sacks of mail; will arrive Monday before half-past seven o'clock.

M. S. S. Wilhelmina, en route from San Francisco to Honolulu, August 30, 1912, 8 p. m.—1231 miles from Honolulu; fine weather; 121 cabin and five stowage passengers; fifty-eight bags of mail; all well.

Sister Ship to Herrin and Chanslor.

Another new tank steamer for the oil trade on the coast will be built at Newport News by the Associated Oil Company, according to announcement made by the local office. The proposed vessel will be of the same size as the J. A. Chanslor and the W. F. Herrin, which ply regularly between San Francisco and the Columbia river. With her added to the fleet the Associated Oil Company will have five tankers in regular service on the coast.

Heavy Showers Along Hamakua.

Heavy showers are reported to have fallen along the Hamakua coast during the stay of the Interisland steamer Waikele at Hawaii ports. The steamer was included in the bunch of arrivals at Honolulu this morning, bringing 8930 sacks sugar, 111 bales hides, and 24 packages sundries. According to report brought by the officers sugar awaiting shipment includes Peauhan 7000 sacks and Honokaa 6700 sacks.

All sugar at Kukuihaele mill has been cleaned out.

Steamer Kirau Back From Kauai Today.

The Interisland steamer Kinau returned from her regular ports on Kauai a day ahead of schedule. The vessel was an arrival this morning with a large list of passengers and cargo including 250 sheep, 2000 sacks sugar, and 47 packages sundries. The vessel will be dispatched for the Garden Island at the regular hour on Tuesday evening. Monday being Labor Day and a legal holiday caused the early return of the Kinau to Honolulu.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Aug 30	3:28 1.9	3:00 8.28	10:28 5.43	6:18 4.48				
27	3:54 1.8	3:34 8.06	10:43 5.43	6:17 Rise				
28	4:23 1.7	4:10 11.07	9:48 5.43	6:16 7.13				
29	4:46 1.5	4:46 11.23	10:28 5.44	6:15 7.42				
30	5:12 1.3	5:28 11.44	11:12 5.44	6:13 8.13				
31	5:40 1.3	5:58 11.44	12:05 5.44	6:13 8.49				
Sept 1	7:00 1.4	6:05 9.10	1:13 5.44	6:13 9.28				

Full moon August 27 at 9:28 a. m.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Saturday, August 31, 1912.

SYDNEY—Arrived: August 30th, S. S. Marama, hence August 14th.

SYDNEY—Arrived: August 30th, S. S. Prombeheus, hence August 2nd.

SAN FRANCISCO—Arrived: August 30th, 7 p. m., S. S. Sierra, hence August.

SAN FRANCISCO—Sailed: August 31st, 1:30 p. m. S. S. Shioy Maru for Honolulu.

Aerogram.

S. S. WILHELMINA—will dock at Hackfeld wharf Tuesday morning from San Francisco with 121 cabin passenger; 58 bags mail; 3000 tons cargo; For Hilo, 1800 tons cargo.

U. S. A. T. LOGAN will arrive from Manila Monday afternoon.

S. S. SONOMA will dock at Icsan wharf from San Francisco Monday morning with 65 passengers and 275 sacks of mail.

Salvage Law Interests Shipping Man.

Copies of the new salvage law, an act of congress that has just been approved and signed by President Taft have been received by a number of local shipping firms in this city. It is the intention that the act harmonize the national law of salvage with the provisions of the international convention for the unification of certain rules with respect to assistance and salvage at sea.

This act provides that the right to remuneration for assistance or salvage services shall not be affected by common ownership of the vessels rendering and receiving such assistance or salvage services.

The master shall, so far as he can do so without serious danger to his own vessel, crew or passengers, render assistance to every person who is found at sea in danger of being lost; and if he fails to do so he shall be liable to a fine not exceeding \$1000 or imprisonment not exceeding two years, or both.

Salvors of human life, who have rendered services on the occasion of the accident giving rise to salvage, are entitled to a fair share of the remuneration awarded to the salvors of the vessel, her cargo and accessories.

Suits must be begun within two years from date of rendering assistance or salvage unless there has not, in the judgment of the court, been any reasonable opportunity of arresting the assisted or salvaged vessel within the jurisdiction of the court or within the territorial waters of the country in which the libellant resides, or has his principal place of business.

This act, which is now effective, does not apply to war vessels or to Government ships appropriated exclusively to a public service.

Music Soothes Soul of Rithet's Skipper.

Music bath charms for many and not the least for Captain Nelson, the skipper in the bark R. P. Rithet, now enroute from San Francisco to Honolulu with a shipment of merchandise and a list of a half dozen cabin passengers.

The wife of the well known skipper is a passenger on the voyage to Hawaii, and in order to assist in the whiling away of time, on the long voyage, Captain Nelson purchased a fine piano. The Rithet will come to this port to the agency of F. A. Schaefer & Company.

Seeks Millions in Wrecks.

A project to save a number of wrecked vessels in New Zealand waters is being formed by E. C. May, a salvage operator of New York, who was a passenger on the liner Sierra.

May says he intends to attempt to raise three sunken vessels whose location he is familiar with. He is confident of success and comes here, he says, to procure the proper wrecking apparatus, there being no efficient gear available in the Antipodes. One of the craft which May will endeavor to bring to the surface is said to contain \$1,500,000 in bullion.

Schooner Ida May Meets Approval.

The little schooner Ida May, the property of John H. Wilson made the trip from Seattle and Sound ports to the port of Honolulu in twenty-one days. The vessel is an arrival this morning, with a general cargo. The Ida May lies at the foot of Fort street where the freight from the mainland will be discharged. Wilson proposes to employ the schooner in an inter-island trade.

Interisland Steamers Make Early Return.

Several interisland steamers arrived at the port this morning. In each instance bringing an assortment of the products of the islands. The steamer Lualani is back from a round trip to Ahukini with 6000 sacks sugar, a quantity of empties and some packages sundries. The steamer Noeau was reported at Anahola on August 29th.

Electric Vessel Newest Type.

MONTREAL, Can., Aug. 13.—Contracts have just been let by the Montreal Transportation Co., by which the Canadian canal trade will have the first electrically propelled merchant vessel ever built. The ship will take its place in the trade next spring. The new vessel will be a develop-

ODDS AND ENDS AT THE PORT

The Oceanic steamship Sonoma for Sydney and Pago Pago, to arrive at Honolulu early Monday.

Three Inter-Island steamers departed with passengers and freight for coastwise ports on Friday.

Material for a floating crane brought to the port in the Matson Navigation steamer Lurline has been discharged at the navy wharf.

The steamer Kilauea sailing for Kona and Hilo yesterday afternoon carried a good sized list of cabin and deck passengers.

No home is complete in the appliances for quick house-cleaning that has not the supply of Pan ka Pans which all grocers of quality sell.

The local pineapple cannery is pre-servicing about twenty-five carloads of pineapples a day. The heavy work of the present season is slackening up somewhat.

The Canadian-Australian liner Marama sailing from Honolulu for the Colonies at midnight August 14th, is reported to have arrived at Sydney yesterday.

The Inter-Island steamer Mauna Kea is to sail for Hilo direct at four o'clock this afternoon. A number of volcano visitors are booked for passage in the liner.

The Oceanic liner Sonoma from San Francisco to Pago Pago and Sydney, to arrive here early Monday morning is to be dispatched for the Colonies at 5 o'clock in the evening of that day.

The Clingline departing for Maui and Hawaii ports at five o'clock last evening carried a large general cargo of plantation supplies and general merchandise. A fair list of passengers left for the neighboring islands in this vessel.

Following the discharge of general cargo at Honolulu, the American-Hawaiian freighter Mexican is to be dispatched for Kahului and Hilo on Tuesday evening. The vessel will take sugar and pineapples destined for Salina Cruz, for transshipment to the States and Europe.

Sailing from Honolulu on August 2nd, the Norwegian steamer Prometheus in ballast is reported to have arrived at Sydney, N. S. W., yesterday. The Prometheus is to enter dock for cleaning and repairs and later may enter the phosphate trade between the South Seas and Honolulu.

The waters of Germany and Austria are excellent for certain disorders but the expense of getting to the springs makes the cure prohibitive were it not for the fact that Benson, Smith & Co., Ltd., at the corner of Fort and Hotel streets, carry the waters from nearly all of the famous springs.

ment of the internal combustion engine type tried out last year when the Toiler was built.

It will be equipped with internal combustion oil engines, but these will be hooked up to dynamos instead of the propeller and the electrical power thus developed will be used for driving the screws and handling other mechanical equipment on the vessel, the captain handling them by switches from the bridge, like a motorman.

It will be of the usual Canadian canal form and dimensions, with a dead capacity of 2400 tons gross on 14 feet.

Hawaii Sugar Awaiting Shipment.

Purser Phillips of the steamer Mauna Kea reports the following sugar awaiting shipment on Hawaii: Wala-ke, 3000 sacks; Hilo Sugar Co., 3600; Onomea, 5578; Pepeekeo, 2500; Honoma, 2640; Hakalan, 11,000; Kukaia, 3100; Hamakua Mill, 7500; Paauhan, 7000; Honokaa, 6800; Punaluu, 5675; Honuapo, 5227.

Garden Island Sugar.

According to purser report brought by the steamer Kinau the following sugar is awaiting shipment on the Garden Island: M. A. K. 11,661, k. & N. 18,000, G. & R. 3120, McB. 2456, L. P. 8000.

LONDON, August 13.—The Royal Mail Steam Packet Company, it became known today, has given orders to a Belfast ship concern for new 650-foot passenger liners for Panama canal traffic to meet expected severe German competition.

BY AUTHORITY

RESOLUTION NO. 706.

A RESOLUTION AMENDING RESOLUTION NO. 672, MAKING APPROPRIATIONS FOR THE VARIOUS SERVICES AND LIABILITIES OF THE CITY AND COUNTY OF HONOLULU.

Be it Resolved by the Board of Supervisors of the City and County of Honolulu, Territory of Hawaii, that Resolution No. 672, making appropriations for the various services and liabilities of the City and County of Honolulu, be and the same is hereby amended by striking therefrom the item "Hotel Street widening, not provided, \$30,000.00."

And be it further Resolved, That this Resolution shall take effect upon its approval.

Introduced by

H. E. MURRAY,

Supervisor.

Date of Introduction: August 30, 1912.

At a regular adjourned meeting of the Board of Supervisors of the City and County of Honolulu held on Friday, August 30, 1912, the foregoing Resolution was passed on first reading and ordered to print on the following vote of the said Board:

Ayes—Amana, Arnold, Dwight, Kruger, Low, McClellan, Murray, Total, 7. Noes—None.

E. BUFFANDEAU,

Deputy City and County Clerk.

5329—Aug 31; Sept 3, 4

SCHR. COATES LOSES HER MATE

[Special Star-Bulletin Correspondence]

HILO, August 30.—While fastening the lashings that secured a cargo of lumber to the deck of the schooner A. F. Coates and during one of the severest gales on record, J. Recker, chief mate of the schooner was carried overboard and drowned despite every effort made by those on the ship to save him.

"It was the worst gale I have ever encountered" said one of the officers telling of the incident "and it is a wonder that we got through it at all. We were pretty heavily laden with lumber and the seas were breaking right over us at times. The sky was dark and the wind was shrieking through the rigging like a thousand devils. Great ugly masses of water would rear up alongside and go tearing by us with their white caps seething and hissing."

"Recker noticed that some of the cargo was likely to work loose with the rolling and tossing of the schooner and indeed one of the lashings had already worked loose. Instead of sending one of the men to carry out the job he went himself. The work was dangerous and especially so as he had to crawl over the lumber and do all the work on the outside and hanging right over the free board."

"He started out and wormed his way over the deck cargo to where the lashing was working loose. Hanging on to anything that would give him a hold and having to rest every now and then to escape an exceptionally heavy roller to wait until some monster roller had passed its way he at last reached the loose lashing. In order to fasten it he had to drop right over the lumber and hang over the side of the vessel while he tightened the ropes."

"He was getting along well and nearly had the job complete when suddenly an enormous roller came hissing towards us out of the semi-darkness as though it would engulf us right away. We took our eyes off Recker for a moment as the water hit the little schooner and drove her half under. She rolled badly and Recker must have been under the water most of the time she was keeled right over. The enormous pressure of the water and the force with which it was moving must have swept him from his hold for the next moment we saw him sweeping by the side."

"Orders were immediately given to 'bout ship' and we tried everything we could. We never saw him again after he was swept by the vessel's side. Some idea of the severity of the gale may be gleaned when the Pacific Mail steamer China had to turn right on her course in order to meet the heavy seas head on. The loss of the mate put a gloom over us all and we were very glad that Hilo was only a few days away."

PASSENGERS ARRIVED

Per stmr. Mauna Kea, from Hilo and way ports, Aug. 31.—O. Porter and wife, Miss Porter, Miss C. Carpenter, G. L. Samson and wife, C. Lucas, J. O'Rourke, L. Morel, L. A. Hicks, Wm. Savidge and daughter, W. M. Giffard, F. Mahone, H. H. Almslie, Joe Dias, E. Dias, Mrs. E. A. Nawahi, Misses Kauai (2), Master Kauai, Miss R. Shaw, Miss J. Peabody, A. H. Hanna, C. B. Hall, Miss J. Shaw, Miss J. Guick, Miss M. H. Armstrong, Miss Brooks, Miss Sinclair, Capt. C. J. Campbell and wife, T. Nickelsen and wife, O. R. Olson and wife, Miss B. Reist, Wm. Horner and wife, Miss E. Horner, Mrs. Brown, Miss A. Varney, Miss A. Van Schaick, Geo. Mundon, Mrs. H. A. Jaeger and daughter, Master Branco (2), E. H. Nagle, Miss M. Walker, Miss Hudson, Jas. B. Laing and wife, Renton Hind, Master A. MacKenzie, Master G. Perry, Miss C. Foote, Miss I. Pope, M. Ferreira, Miss C. Gessel, Miss Wung, A. Napoleon, J. Nee, Miss A. Akina, Miss M. Holstein, Miss H. T. Bell, Miss F. Clinton, Miss A. Allen, H. A. Truslow, A. Morrison, Master L. Makekau, Master Vredenberg (2), Master Clinton, Miss Crozier, Misses Smith (3), Miss J. Toomey, F. L. Dowsett, J. H. Barnes, Mrs. Schoening and son, Mrs. C. C. Clarke and child, Miss Hunter, Miss E. Ting, Miss B. Tseu, Miss T. Nagatani, Miss M. Ling, G. L. Hadley, R. C. Robinson, F. Robinson, S. Tanaka, T. Soper, Master Reis, E. Weight, W. Burlem, A. Robinson, Rev. C. P. Hong, H. Brown, Father Gilbert, M. J. Jengel, Master W. Kakanui, J. Cokett, W. Aluli, Master K. Wallace, Master Morel, Misses Lucas (2), Miss Lawrence, Wm. Knight, Miss Thompson, Miss I. McDonald, S. K. Mookini, J. C. Souza, A. Fugl, D. Carey, Dr. Farrel, H. C. Waldron, J. A. McCandless, B. Vickers, W. Hansen, M. Jacobs, R. J. Baker, Miss Wise, Mrs. P. S. Gay and child, Mrs. J. Bortfeldt and daughter, H. Chong, Mrs. Miller and 3 children, Mrs. J. B. Dunn, 3 children and maid, G. H. Bonnell, Jr.

Per stmr. Kinau, from Kauai ports, Aug. 31.—M. Prodie, Miss Breckenridge, M. Perreira, Miss Perreira, Mrs. Ain, M. Burgess, Fred Ain, M. Humboldt, Miss T. Tashima, Miss S. Tashima, M. Keys, Miss Napoleon, Geo. West, E. Lovell, Mrs. K. C. Hopper, M. Hapupui, Miss A. Hoy, J. T. Fernandez, Mrs. Kuhlman, Miss R. C. Coy, Mrs. L. L. Sexton, Miss Brewer, Mrs. Manefoglio, Miss Hopper, Wm. Hoopal, Kam Quen, F. Fernandez, W. Gehring, Mrs. P. Rice, D. Kalani, M. Hopper, Miss Hoopal, Ah Hoy, Joe Silva, Blanche Cox and 44 deck.

Iwalani Brings Sugar.

Sugar to the amount of 4960 sacks has arrived from Hawaii ports today as part cargo in the Interisland steamer Iwalani. This vessel returned with and one auto. The Iwalani met with heavy seas and strong head winds on the voyage. The American schooner Annie Johnson is reported as loading sugar at Mahukona. The following sugar is reported: Honouliuli 13,000 and Kilauea 1000 sacks.

SEC. KNOX GOING TO VISIT HILO,
OAHU RAILWAY SHOWS BIG EARNINGS,
JUDGE HARTWELL CALLED BY DEATH,
Y. M. C. A. PLANS NEW PHYSICAL CLASSES,
LABORERS ON COAST WANT TO RETURN,
COLONEL ROGERS TO COMMAND FIRST INF.,
CLERK FOR SUPERVISORS REGARDLESS OF PROTEST.

Are titles of news items that appeared in this paper YESTERDAY—twenty-four hours ago—and were given to the public while they were news.

A COLLIER SHY ON FUEL

Having been the means whereby Tutula, Samoa, the United States naval coaling station in the South Seas was supplied with between five and six thousand tons of American steaming coal, the British collier Harley was obliged to make a brief stay at Honolulu in order that 350 tons bunker coal might be placed aboard, sufficient to carry the steamship to her destination on the Pacific Coast.

The Harley, in command of Captain A. J. Long, appeared off the harbor last evening displaying signals of distress. The vessel was boarded by Federal quarantine and customs men and her plight found to be a shortage of coal.

The Harley sailed from Baltimore, Md., on May 6th with a large shipment of Pocahontas coal, destined for Uncle Sam's naval station at Samoa. The vessel proceeded to the South Pacific by the way of Port Natal and arrived at Tutula on or about July 5th. A longer delay than at first contemplated resulted in the coal in the Harley bunkers running extremely low, and a call at Honolulu was decided upon as the best means out of what might prove a serious dilemma.

The steamer Harley was sent to quarantine by Dr. Trotter, medical officer at this port. The vessel is to be given a thorough fumigation before receiving the much-needed fuel. The steamer will be supplied with the tons coal and it is expected that the vessel will sail for Astoria, Ore., tomorrow afternoon.

NEW TODAY

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE DISTRICT OF HAWAII.

In the Matter of K. Seki, Bankrupt—In Bankruptcy, No. 134.

To the Creditors of K. Seki, of Lae, Hawaii, Territory of Hawaii: Notice is hereby given that on the 31st day of August, 1912, said K. Seki was duly adjudged a bankrupt, that the first meeting of his creditors will be held at 404-4 S. Street, building Honolulu, on September 1, 1912, at 9:30 o'clock a. m., at which time said creditors may attend, elect a trustee, examine the books and business of said debtor, and may, if they see fit, file a claim.

WADE WARREN THAYER, Referee in Bankruptcy.

Honolulu, August 31, 1912.

5329-11.

SPARKLING
WHITE ROCK
WATER

Its delicious healthful
gives finish to the dinner

W. C. Peacock & Co.,